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fence.

By April 1836, the contractors had cleared and grubbed three and one half miles, and one-fourth of a mile of road completed according to specifications.

On June 5, 1836, at a meeting of the company, an order was entered directing the treasurer of the company to sell at public auction for cash the shares of all subscribers who had failed to pay in their proportion after advertising by posting and publishing in the Allegonian, a newspaper published at Lewisburg. The names of the delinquents are not given. No mention was made of the progress of the work.

On June 30, the board ordered that two sections of five miles each be sold out at public auction for up keep to the lowest bidder.

The president, directors and their clerk were thereafter not required to pay toll.

The contractors, Henry Harper, William Gibson and William Cochran were excused from paying toll for themselves and their riding horses until January 1 next.

It was ordered that all persons resident of Pocahontas and Bath Counties contracting by the year for traveling said road are required to pay the same in advance for themselves, their families and their riding horses, but for all wagons or carriages of any kind the regular toll established by law shall be paid at the time of passing any gate.

Lanty Lockridge hath undertaken for himself and family,

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except Andrew, at \$1 per quarter. Others undertook at different rates from \$1 down to 12½ per quarter. No note is made why the sliding scale, but the presumption is that some traveled more than others.

The Board of Public Works was notified that five miles of the road, the first section, had been accepted by the court of Pocahontas County and that they were progressing with ten miles more, which they expect to offer for examination shortly.

The president and directors fixed their compensation at \$3 for each and every meeting they had attended. They drew orders ranging from \$6 to \$24 each.

At a meeting on Aug. 2, 1826, Peter Lightner was awarded the contract for the upkeep of section 1 and 2 of the road, commencing at Huntersville at \$140 for twelve months. William Cochran was his surety on his bond for \$280 for the faithful compliance of his contract.

Henry Harper & Co. were exempted from paying toll for any carriages conveying provender and materials for the use of the contractors.

At a meeting of the stockholders held at the house of Henry S. Herold on the 7th day of September, 1836, there were present in person: John Gilliland, Jacob Mathews, Paul McNeel, Wm. C. Price, Andrew H. Bird, Joseph Moore, Henry M. Moffett, Henry Harper, William Gibson, Wm. Cochran, Adam Lightner, Peter Lightner, John Beale, John Hill, John Hill, John Holden, Christopher Herold, Henry S. Herold, John D. Hamilton, Samuel V.

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Hamilton, Andrew G. Mathews, Sampson L. Mathews, For the state Wm. C. Price, John Gilliland, was elected president; Payl McNeel, treasurer; Thomas Hill, secretary; Jacob W. Mathews, Andrew H. Bird, and Joseph Moore, directors.

At a directors meeting held April 21, 1837, the toll rates fixed for residents of Pocahontas and Bath at \$2 to 50 ¢ per year.

A. W. Rider allowed \$25 for keeping toll gate for 1 year. Samuel Hogsett, \$35 and John Vance \$20 for same.

Mathew Nicholas allowed 50¢ for erecting a gate at A. W. Ridre's.

Titheables working under Joseph Moore, surveyor of the public road from A. W. Rider's to the head of Anthonys Creek, to be exempt from paying toll when passing to and returning from said work.

Thomas Hill was directed to advertise for sale for ready cash the shares of all subscribers who had failed to pay in their proportion of the 1st, 2nd, and 4th installments on their shares, by posting at Huntersville, William C. Price's store, A. G. mathew's mill, Warm Springs, Samuel V. Gatewood's mill, and Rosses store and by publishing in the Staunton Spectator.

On the 17th day of June 1837, the president was directed to draw on the Board of Public Works for \$1,000 due from state as the fourth section of five miles of road was completed and was received by the court of Bath County.

On July 4, 1837, the construction of the bridge across

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Knapps Creek at Hogsett's milldam near Huntersville was let to H. S. Herold for the sum of \$250. Benj. Herold was surety on his bond; John Haines, superintendent of construction.

There was no quorum present at the annual stockholder's meeting on September 6, 1837.

On March 6, 1838, the road was received throughout, and the contractors were to receive their pay as soon as the treasurer could collect it. There was \$4200 due from the subscribers and \$2200 due from the State.

The bridge across Knapps Creek was received from the contractor, H. S. Herold, ordered that he be paid as soon as collected.

The record of this meeting was signed by Jacob Lightner as president. Hugh McLaughlin was appointed commissioner to superintend the road from Huntersville to the Warm Springs. His compensation was fixed at \$2 per day for all days employed.

On June 23, 1838, the tolls were fixed at seventy-five cents to 6 $\frac{1}{2}$ per quarter.

Thomas Hill reported selling certain shares at public auction and then entered his resignation as secretary.

The next and final record of the annual stockholders was held on Sept. 5, 1838. James Tallman was elected secretary. For president Jacob Lightner received sixty-seven votes and John Gilliland received sixty-five. Samuel V. Gatewood offered to vote the stock held by the Board of Public Works, but was overruled by the majority of stockholders present. Hugh Mc-